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Ontario, Simcoe, and Huron Railroad.

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FREIGHT, TARIFF & CONDITIONS.

ADOPTED TO TAKE EFFECT FROM

FIRST SEPTEMBER, 1854.

TORONTO:

PRINTED AT THE GLOBE BOOK AND JOB-OFFICE.

1854.

Original document - see bottom page

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NOTE.

Acids
Basket
Battin
Berrie
Blinds
*Book
 chaf
†Boots
Broom
 the
Brush
Buffalo
†Cabin
Condy
Cards
†Chair
China
Cigars
Cigar
Clocks
 box
Carpet
†Carrie
 pack
†Cattle

FREIGHT TARIFF AND CONDITIONS.

Enumeration and Classification of Articles.

NOTE.—This character † refers to the estimated weights, or some other particular relative to the article, under the head of Conditions. The * refers to Special Rates.

FIRST CLASS.

Acids mineral in glass.

Baskets.

Batting, cotton.

Berries.

Blinds, loose.

*Books, at owner's risk of chafing.

†Boots and Shoes.

Broom Corn, in Bales, at the owner's risk as to fire.

Brushes, Brooms.

Buffalo Robes and Pelts.

†Cabinet Ware, boxed.

Candy, in boxes.

Cards for cotton or wool.

†Chairs, packed.

China Ware.

Cigars.

Cigar Boxes in Cases.

Clocks and Clock Weights, boxed.

Carpets.

†Carriages and Coaches, well packed at owner's risk.

†Cattle and Calves.

Demijohns and contents, at owner's risk.

Drugs, in boxes.

†Dry Goods in boxes or bales.

Fanning mills.

Farming Tools.

†Feathers, Furs, and Peltries, at owner's risk.

†Friction Matches, *not taken*.

†Furniture, new.

Furniture, old.

Game, Garden Seeds.

Glass demijohns, loose, at owner's risk of breakage.

†Glass Ware, at owner's risk.

Hams, unpacked.

Hair and Moss, Upholsterer's Harness and Saddles.

†*Hats and Caps, in boxes.

†*Hogs, in carcase.

Hollow Ware.

Honey, Beeswax.

†*Horses.

†Lemons and Oranges.

Light Iron Castings, at owner's risk of breakage.

†*Looking Glasses at owner's risk of breakage.

*Machinery, at owner's risk of breakage.

†**Marble, at owner's risk.

Mats.

Measures in tubs and nests.

Medicines, at owner's risk.

Musical Instruments.

Muskets, and other firearms.

Oysters, in kegs.

Palm-leaf in bales.

Paper Hangings, in bundles.

Paper and Stationary.

Peaches, in baskets.

*Piano Fortes, at owner's risk.

*Pigs or Hogs alike.

Plaster Paris Casts, at owner's risk of breakage.

Poultry at owner's risk of weather.

†Powder, *not taken*.

Saddlery.
Scales and Scale Beams,
loose.

†*Sheep and Lambs.

Soap, fancy and shaving.

Soda Water, at owner's
risk.

†Sleighs, Sashes, do.

Spirits Turpentine.

Stationery.

*Stove Furniture.

*Stoves at owner's risk of
breakage.

Tea in quantities less than 10
boxes.

Tin Ware.

Trees, Shrubbery, at owner's
risk.

Trunks, except personal bag-
gage.

Umbrellas, Whips, &c., pack-
ed in bales or boxes.

Varnish.

Veneering.

Yarn.

Wicking.

Wadding.

Wagons, children's packed.

Waste, in bales or bags.

Wines, in boxes or baskets,
breakage at risk of own-
ers.

Wooden Ware.

SECOND CLASS.

Alcohol in bbls.

Ale and Beer, in casks.

Ale and Porter, in boxes.

†Apples, bbls. or baskets.

Axletrees, Iron.

Bags and Bagging, in bales.

Beans and Peas, green.

Bells and Cannon.

Beef, fresh.

*Beef, salted, in bbls.

Blankets, in bales.

Boilers, for Engines.

Boxes and Barrels, empty.

Brandy, Gin, and Rum.

Bulk Meat.

Burlaps or Duck.

†*Butter.

Candles, Canvass.

†Carts and Waggon.

Chair and Turned Stuff.

Clover Seed.

Codfish, in bundles.

Coffee.

Copper or Brass vessels.

Copper, plate, sheet, or bolt.

Copper Wire, Rods or Nails.

Crockery, in bbls. or boxes,
at owner's risk of breakage.

Currants, in bbls. and casks.

Domestic Sheetings, in bales.

Drugs and Dye Woods, in
bbls. or bags.

Dried Apples and Peaches.

*Eggs, at owner's risk of
breakage.

*Fish, pickled and salted,
dried or smoked.

Flax or Grass Seed.

†Glass, window, in boxes, at
owner's risk of breakage.

Glue and Gum.

Groceries, general assortment.

Gunny Bags.

Hair, saddler's and plasterer's.

Hardware.

†Hemp and Flax, in bales or
bags, at owner's risk of fire.

Herrings, in boxes and kegs.

*Hides, dry, less than 100.

Hops.

Iron Safes.

Lead, in pigs or bars.

Lead, red or white; also,

Lead in sheets or pipe.

*Leather, in rolls or boxes.

Wheel Barrows.

Wines, in casks.

Wool.

Mahogany, and other foreign
woods of value.

Marble Slabs, unwrought, at
owner's risk of breakage.

†Nuts, in bags.

Oils, at owner's risk of leak-
age.

Oil Cloths.

Oysters and other Shell Fish,
in shell.

Paints, Dye Stuffs.

Paper Hangings, in boxes.

Paper, printer's

" binder's boards.

Rags and Straw Paper.

Rice.

Rope.

Scales
Scythe
†Shot,
Soap,

Acid,
Blea
and
Ancho
Ashes,
*Ashes
Axes, l
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†*Coal
Codfish
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Unen

Scales and Scale Beams, boxed
Scythes and Hoes.
†Shot, in bags.
Soap, common, in boxes.

Stoves and Stove Plates, in
in quantities of 9 tons or
upwards, at owner's risk.

*Stove Plates, boxed.
Tea.
Twine.

THIRD CLASS.

Acid, Pyroligneous, and
Bleaching Powders, bbls.
and casks.

†Anchors, Anvils.

Ashes, dry house and leached.

*Ashes, Pot and Pearl.

Axes, boxed, not less than 10
boxes.

†Bacon, Hams, Beef and Fish,
in casks or boxes.

†Bark, Tanner's.

Beans and Peas, in barrels or
tierces.

†Boards, Plank and Scantling.

Bones, Hoofs and Horns.

*Bran or Feed.

†Brick and Building Stone.

†Charcoal.

Cheese, in boxes and casks, at
owner's risk of weather.

Cider, Vinegar.

†Clay, Marl and Sand.

†Coal, mineral.

†Codfish, in hhds. and boxes.

Copper, Ore or Pig.

Cotton, in bales.

Crockery, in crates or hhds.
at owner's risk of breakage.

Dye Woods, in sticks.

*Earths and Manures.

Earthen or Stone Ware.

†Firewood, Posts and Rails.

†Flour, Feed, and Meal, in
bags or bbls.

†Grain, of all kinds, in bags
or bbls.

†Gypsum, Plaster.

Hay pressed, in bales.

Hemp, Manilla, in bales.

Hemp, Yarn, in reels.

*Heading and Staves, at ac-
tual weights.

Hides and Skins, green.

Hides, Dry, in bales.

Hog's Hair, in bales.

*Hoops and Hoop Poles, to
be loaded and unloaded by
owners.

*Iron Bloom Bar, scrap and
pig.

Iron Castings, not elsewhere
specified, in quantities of 9
tons or upwards, at the risk
of owner as to breakage.

*Iron Ore.

Joiner's Work.

*Lard and Lard Oil, in bar-
rels and kegs.

Lath.

Leather, undressed, in boxes
or rolls.

†Lime and Cement, in bbls.
or casks.

†Lumber and Timber.

Mill Stones and French Burrs.

Molasses, at owner's risk as to
leakage.

*Nails, Spikes and Bolts.
Oakum.

Oars, at owner's risk of break-
ing and splitting, to be
loaded and unloaded by
owners in all cases.

Oil Cake, in casks.

†Pork and beef salted, in
bbls.

†Potatoes and similar roots.
Queen's Ware, crates and
hhds.

Rosin, Pitch and Rigging.

†Salt.

Saltpetre.

*Shingle and Shingle Bolts
in bunches, at actual weight

Soda Ash.

Starch, in barrels.

*Steel, in boxes, bundles, or
bars.

Steel Springs.

†Stone, unwrought.

Straw, in bundles.

Sugar.

Tar.

*Tallow, in bbls.

*Tin Plate and Zinc.

*Tobacco, in boxes.

*Tobacco, unmanufactured.

*Whiskey.

*Wire.

*Wood.

Unenumerated Articles, at the rates charged on analagous or similar articles.

CONDITIONS.

1.—Articles at the rates named in this Tariff, will be taken by the Freight Line of Cars *only*.
 2.—All articles, except where it is otherwise specially provided, will be *charged by weight*, either actual or estimated.

3.—To avoid error, each box, bale, bag, package and cask of merchandise, carried, must have the weight marked thereon, and errors in overweight of any article will not be corrected after removal from the Company's possession.

4.—No separate article or parcel, however small, unless forming part of an invoice, will be taken for less than 100 lbs.

This rule is found to be necessary for the security and convenience of consignees, small parcels being liable to be stolen.

5.—Invoices not amounting to 30 cents, at regular rates, will be charged 30 cents.

6.—All *Packages* will be subject to charge for cooperage, when necessary.

7.—Articles will not be received for transportation unless properly packed in suitable *casks, boxes, bales, or packages*, nor unless they are well and clearly *marked*, with the name of the *consignee* and of the *station* where they are to be delivered.

8.—The Company will not be responsible for any damages occasioned by delays from storms, accidents, or other causes, or by decay of perishable articles, or injury by heat or frost to such as are affected thereby. Nor will they guarantee any special despatch in the transportation of any article. Nor will they hold themselves liable for damages by fire, or *as common carriers* for any article, after its arrival at its place of destination and unloaded in the Company's warehouses or depots.

9.—Goods in bundles will not be considered as properly packed, and this Company will not be responsible for any loss of parts or the whole of such packages. The Agents of the Company are instructed not to receive or forward goods so put up.

10.—No allowance for deficiency of Lemons, Oranges, or other Fruit, if not securely covered, will be made.

11.—The Company will not be held responsible for any merchandise, unless the same be receipted for by a duly authorized Agent.

12.—When receipts are required, *duplicates ready for signing* must be furnished by the consignor, in the form of which copies may be had at the offices of the Company.

13.—When articles are designed, after transportation upon this Railroad, to be forwarded by some other Company or an individual to their final destination, the duplicate receipt furnished by the consignor, must specify the same, and the articles be marked accordingly. This Company will not be responsible for such articles after they are delivered to such other Company, by whom they are to be forwarded.

14.—All goods and merchandise will be at the risk of the owners thereof while in the Company's Warehouses—except for such loss or injury as may arise from the negligence of the Agents of the Company.

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15.—All articles will be at the risk of the owners, at the several *Way Stations* and *Platforms* where Depot buildings have not been established by the Company, from the moment such articles are delivered as *directed* or *marked*; or until taken into the cars, as the case may be.

16.—All articles of Freight, arriving at their place of destination must be taken away within twenty-four hours after being unladen from the cars—the Company reserving the right of charging storage on the same, or placing the same in store at the risk and expense of the owner, if they see fit, after the lapse of that time.

17.—All produce and other commodities must be removed from the Company's premises within 24 hours after their arrival, or be stored at the risk and expense of the owner.

18.—This Company will not receive or carry any *bank bills, drafts, notes, deeds, contracts*, or other *valuable papers or writings*, or be responsible for their loss.

19.—No *gold, or silver coin, or bullion*, or manufactured articles of *gold or silver, jewels, watches, pictures, plated articles, glass, silks or lace*, will be carried, unless such articles are put in charge of an Agent of the Company, and a memorandum in writing is also furnished such Agent, stating the character and kind of the articles and their value, in which case an extra price, in proportion to their value, will be charged, such charge not being less than double first class rates.

20.—GUN POWDER and FRICTION MATCHES will not be taken on any terms, and if found secreted among other goods will be forfeited or destroyed, and the consignor, in case damages result from there being so secreted, will be held liable therefor.

21.—When an invoice covers a variety of articles, as a *LOT OF FURNITURE, &c.*, each separate piece must be properly *marked and numbered*, and a *bill of particulars* furnished by the consignor in *duplicate*, one to be receipted, the other to go with the *Way-bill*, or they will not be received.

22.—CARRIAGES, when not boxed, will be taken only at owner's risk; and they must be securely protected or covered, so that there will be no liability to injury by fire, weather, or chafing. The Agents of the Company are required not to receive them if they are not thus protected, unless the owner agrees in writing to take all the risk.

23.—The weight of CARRIAGES, WAGGONS, and SLEIGHS of all kinds, when well boxed, will be estimated 100lbs. for every 8 cubic feet of space occupied.

24.—STAGE COACHES, OMNIBUSES, and large WAGONS OR SLEIGHS, will be rated at 4000lbs. each.

25.—A two-horse *Carriage, Hack, Wagon or Sleigh*, will be rated at 2000lbs.

26.—A one-horse *Buggy, Chaise, Cab, Cart, Gig, Sulkey, or Sleigh* will be rated at 1200lbs.

27.—*Carriages, Common Wagons and Carts*, when sent 5 or more together, taken to pieces and closely packed, and Wood work of New Lumber Wagons or Carts not ironed, packed in lots of five or more at one time, will be taken at actual weight.

28.—HOUSEHOLD FURNITURE, Baskets, Hats, Caps, and Straw goods in boxes, will be estimated at 100lbs. for every 8 cubic feet of space occupied.

29.—Horses will be carried *only at owner's risk* at three dollars for any distance less than 50 miles, and 2½ pence per mile additional for all distances over 50 miles; or by the car load on the same terms and conditions and at the same rate that other live stock is transported.

30.—CATTLE [weighing less than 1000lbs.] will be rated at 700lbs. per head.

31.—CALVES, not more than three months old, at 125lbs.

32.—HEAVY Cattle, weighing more than 1000lbs., and Calves more than three months old will be taken at actual weights.

33.—Pigs and Store Hogs will be rated at 125lbs.; Sheep 100lbs; Lambs 75lbs. each.

34.—Beef and Pork, 320 lbs. and Salt, 300 lbs. per barrel.

35.—Packages of Butter weighing less than 50 lbs., will be rated at 50 lbs.

36.—Apples and Potatoes will be rated at 150 lbs. per bbl. or 50-lbs. per basket or per bushel in bags.

37.—*Wheat, Rye, Corn, Barley, Buckwheat, and Oats*, will be estimated at standard rates. The following articles of Freight will be carried at actual weights, but when they cannot be conveniently weighed, the Freight will be computed on their estimated weight, as follows :—

38.—*Charcoal* in bulk, if dry, at 14 lbs. per cubic foot, or 22½ lbs. per bushel.

39.—*Firewood, Posts and Rails*, if dry, at 4000 lbs., or if green, at 4500 lbs. per cord.

40.—*Tanners' Bark*, if dry, at 2000 lbs. per cord.

41.—*Pine and Hemlock Boards, Planks, and Scantling*, if well seasoned, at 2250 lbs., or if not well seasoned, at 2500 lbs.; if green, at 3000 lbs. per M. feet, B. M.

42.—*Ash, Oak, Walnut, Maple and Cherry*, if dry, 3500 lbs., or if not dry, 4000 lbs. per M. feet, B. M.

43.—*Green Basswood boards* 3500 per M. feet, B. M.

44.—*Stone* entirely unwrought, 4000 lbs. per cubic yard.

45.—*Oak Timber*, 60 lbs. per cubic foot.

46.—*Pine do do* “

*All to be loaded
by the owners.*

47.—If the Company load either Lumber, Shingles, Tanner's Bark, Heading, Staves or Hoop Poles, nine pence per ton, or Two Shillings per cord will be charged each for loading and unloading.

48.—The Company will not be accountable for the breakage of Glass Ware, Looking Glasses or Marble, or for damages to the hidden contents of packages, or for breakage and bursting, by improper packing, or for loss of Nuts or Shot shipped in bags, nor for any deficiency in Dry Goods, Boots, Shoes, Hats, Caps, or Straw Goods, unless the packages are properly strapped and sealed, when shipped.

Live Stock will be carried by the car load under the following conditions at the same rates as lumber.

49.—If shippers of *Sheep and Hogs* choose to put a deck in the cars at their own expense, and thereby load them double, they can do so, and have the lumber when they reach their destination, but in no case will over 9 tons of stock be taken in a car.

50.—Stock will be taken at the prices stated in this tariff of rates, on application to its Agents and giving reasonable notice.

51.—The Company will not assume any responsibility for injuries which may be received by the animals, in consequence of any of them being wild, vicious, unruly or weak, or from any delay in reaching their destination at the usual time as per the time tables of this road, or in consequence of heat, suffocation, or other ill effects of being crowded, either upon the Cars or Barges of the Company, but the owners or their agents, one to each lot, if equal to a car load, will be permitted to pass free upon the Train and Barges, with their stock, to take care of it.

52.—In all cases, owners and consignees of live stock, sent by the car load, will be expected to load and unload and tranship their stock, and the Company must be absolved from all damages which may happen to stock in loading, unloading or transhipping, and all live stock must be fed and watered by the owners.

53.—One day only will be allowed for loading and unloading cars, unless a special agreement to the contrary be made in writing, and whenever a car is suffered to remain without being un-

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FIRST, SECOND AND THIRD CLASS GOODS. PER 100LBS.

		Davenport Road.	Thornhill,	Richmond Hill.	King.	Aurora.	Newmarket.	Holland Landing.	Bradford.	Lefroy or Bell Ewart.	Barrie.	Beaverton. Port Jackson and Point Mara.	Orillia and Atherly.
	CLASS.	C. M.	C. M.	C. M.	C. M.	C. M.	C. M.	C. M.	C. M.	C. M.	C. M.	C. M.	C. M.
Toronto.	1	8 5	10 0	12 0	13 0	15 0	16 0	17 0	18 0	20 0	25 0	37 0	40 0
	2	6 5	8 5	9 0	10 0	12 0	13 0	14 0	15 0	17 0	20 0	25 0	30 0
	3	4 0	5 0	6 0	7 0	9 0	9 0	10 0	11 0	12 0	15 0	20 0	25 0
Davenport Road.	1	—	8 5	10 0	11 5	14 0	15 0	16 0	17 0	20 0	25 0	37 0	40 0
	2	—	7 0	8 0	10 0	11 0	12 0	13 0	14 0	17 0	20 0	25 0	30 0
	3	—	5 0	5 5	7 0	8 0	9 0	10 0	11 0	12 0	15 0	20 0	25 0
Thornhill.	1		7 5	9 5	10 5	12 0	13 0	14 0	17 0	20 0	30 0	35 0	40 0
	2		6 0	7 0	9 0	10 0	11 0	12 0	14 0	15 0	25 0	30 0	35 0
	3		4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	20 0	25 0	30 0
Richmond Hill	1		7 5	10 0	11 0	12 0	13 0	16 0	19 30	30 0	35 0	40 0	45 0
	2		6 0	8 0	9 0	10 0	11 0	13 0	14 0	25 0	30 0	35 0	40 0
	3		4 0	5 0	6 0	7 0	8 0	9 0	10 0	20 0	25 0	30 0	35 0
King.	1		8 0	9 0	11 0	12 0	13 0	14 0	17 0	30 0	35 0	40 0	45 0
	2		6 5	8 0	9 0	10 0	11 0	12 0	14 0	25 0	30 0	35 0	40 0
	3		4 0	5 0	6 0	7 0	8 0	9 0	10 0	20 0	25 0	30 0	35 0
Aurora.	1		8 0	9 0	10 0	12 0	13 0	16 0	25 0	35 0	40 0	45 0	50 0
	2		6 0	7 0	8 0	10 0	11 0	12 0	20 0	30 0	35 0	40 0	45 0
	3		4 0	5 0	6 0	7 0	8 0	9 0	15 0	25 0	30 0	35 0	40 0
Newmarket	1		8 0	9 0	11 0	12 0	13 0	16 0	25 0	35 0	40 0	45 0	50 0
	2		6 0	7 0	8 0	10 0	11 0	12 0	20 0	30 0	35 0	40 0	45 0
	3		4 0	5 0	6 0	7 0	8 0	9 0	15 0	25 0	30 0	35 0	40 0
Holland Land- ing	1		7 0	10 0	13 0	16 0	19 0	25 0	35 0	40 0	45 0	50 0	55 0
	2		6 0	8 0	10 0	11 0	12 0	15 0	20 0	30 0	35 0	40 0	45 0
	3		4 0	6 0	7 0	8 0	9 0	12 0	15 0	25 0	30 0	35 0	40 0
Bradford.	1		9 0	13 0	20 0	25 0	30 0	35 0	40 0	45 0	50 0	55 0	60 0
	2		7 0	10 0	15 0	20 0	25 0	30 0	35 0	40 0	45 0	50 0	55 0
	3		5 0	7 0	12 0	15 0	20 0	25 0	30 0	35 0	40 0	45 0	50 0
Lefroy or Bell Ewart	1		10 0	19 0	20 0	25 0	30 0	35 0	40 0	45 0	50 0	55 0	60 0
	2		8 0	14 0	18 0	20 0	25 0	30 0	35 0	40 0	45 0	50 0	55 0
	3		5 0	11 0	15 0	20 0	25 0	30 0	35 0	40 0	45 0	50 0	55 0
Barrie.	1		20 0	30 0	35 0	40 0	45 0	50 0	55 0	60 0	65 0	70 0	75 0
	2		15 0	25 0	30 0	35 0	40 0	45 0	50 0	55 0	60 0	65 0	70 0
	3		10 0	20 0	25 0	30 0	35 0	40 0	45 0	50 0	55 0	60 0	65 0
Beaverton. Port Jackson. Point Mara.	1		—	—	—	—	—	—	—	—	—	—	—
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 The Ton of Goods will, in all cases, be rated as 2000 pounds, and is so considered when referred to in these Rates and Conditions.

[illegible]

lered when

 Blank forms of Receipts, such as will be signed by the Agents of this Company, will be furnished on application to any of the Agents or Station Masters.